



180 Nickerson Street, Suite 202  
Seattle, WA 98109



22 April 2014

The Honorable Anthony Foxx  
Secretary, U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Re: City of Seattle Northgate Pedestrian and Bicycle Bridge TIGER Application

Dear Secretary Foxx:

The Sierra Club has long championed the development of walkable, livable transit oriented communities as a key to sustainable living. Therefore, we enthusiastically support the **City of Seattle's 2014 TIGER grant application for the Northgate Pedestrian/Bicycle Bridge**. We believe the bridge will serve as a critical link to catalyze the full development of the Northgate Urban Center.

The 10 lane I-5 highway presents a huge barrier to the connectivity of the surrounding community. The Pedestrian/Bicycle Bridge can provide a direct pedestrian connection between Sound Transit's future Northgate Link Light Rail Station, King County Metro's Transit Center, and the Northgate Urban Center on the east and North Seattle College, Northwest Hospital and medical facilities, parks and neighborhood residential and commercial areas on the west. Presently, west side residents, students, employees and visitors are forced to travel north to Northgate Way or south to 92<sup>nd</sup> St., which are 18 blocks apart, to cross I-5 and then traverse an equivalent distance on the east side of the highway to connect to the Urban Center and transit center and site of the future light rail station. If the Bridge is not built, a consequence would be increased demand for costly parking spaces to serve those who wish to access the Link Light Rail station. The lack of a Bridge would also increase congestion on Northgate Way, making timely access to the Light Rail Station more difficult, thus adversely affecting ridership demand. This increased congestion would also adversely affect the reliability of transit routes using Northgate Way or 92<sup>nd</sup> St.

The proposed Pedestrian/Bicycle Bridge will enable a much larger number of people to walk or bike in the Northgate area on both sides of I-5. Sound Transit recently completed a pedestrian access study which forecasts over 1,300 people will use the bridge to walk and bike to and from the station daily. However, that figure doesn't include pedestrians or bicyclists wishing to access the King County Metro transit center or the many other facilities in the growing Urban Center. We are pleased that the City of Seattle will be developing a broader access study to fully document the impact of the proposed bridge beyond the Light Rail station, particularly the North Seattle College students and NW Medical Center patrons wishing to access the Metro Transit Center and the further planned transit-oriented development (TOD) in the area.

The Northgate Pedestrian/Bicycle Bridge is a prime example of a non-motorized facility that will greatly enhance transit in an Urban Center that is quickly developing beyond its auto-dominated roots. The Sierra Club is pleased to support this TIGER grant application as the critical resource to assure the completion of the pedestrian/bicycle bridge

Sincerely yours,

Dan Schwartz, Chair  
Sierra Club Seattle Group

cc: Senator Patty Murray  
Senator Maria Cantwell  
Governor Jay Inslee  
Congressman Jim McDermott  
Mayor Edward B. Murray Seattle